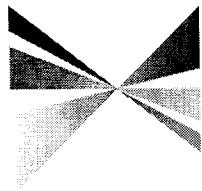


SOUTHERN CALIFORNIA



**ASSOCIATION OF
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

559-5124/05

MEETING OF THE

REGIONAL COMPREHENSIVE PLAN TASK FORCE

**Monday, December 11, 2006
10:00 a.m. – 12:00 Noon**

SCAG Offices

**818 W. 7th Street, 12th Floor
Riverside B Conference Room
Los Angeles, California 90017
213.236.1800**

VIDEO CONFERENCE LOCATION

**SCAG, Riverside Office
3600 Lime Street, Suite 216
Riverside, CA 92501**

If members of the public wish to review the attachments
or have any questions on any of the agenda items,
please contact Deby Salcido at 213.236.1993 or
salcido@scag.ca.gov

Agenda and minutes are available on the web at:
www.scag.ca.gov/rcp

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REGIONAL COMPREHENSIVE PLAN TASK FORCE

AGENDA

December 11, 2006

1.0 CALL TO ORDER

Honorable
Pam O'Connor, Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Minutes of November 13, 2006

01

5.0 ACTION ITEMS

5.1 Open Space and Habitat Chapter Outcomes and Strategy Attachment

Jessica Kirchner 04
SCAG Staff

30 Minutes

Staff will propose preliminary performance outcomes and strategy for public review and further development.

Recommended Action: Report to EEC Committee and recommend release for public review process.

5.2 Economy Chapter Performance Outcomes and Strategy Attachment

Elizabeth Delgado 08
SCAG Staff

30 Minutes

Staff will propose preliminary performance outcomes and strategy for public review and further development.

Recommended Action: Report to CEHD Committee and recommend release for public review process.



REGIONAL COMPREHENSIVE PLAN TASK FORCE

AGENDA

6.0 INFORMATION ITEMS

6.1 State Infrastructure Bond Implementation

Don Rhodes
SCAG Staff

30 Minutes

Staff will describe the contents of various state measures passed in November and discuss implementation opportunities for regional planning.

7.0 CHAIR'S REPORT

Honorable
Pam O'Connor, Chair

8.0 STAFF REPORT

9.0 FUTURE AGENDA ITEMS

Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.

10.0 ANNOUNCEMENTS

11.0 ADJOURNMENT

The next meeting of the Regional Comprehensive Plan Task Force will be held at the SCAG offices on January 8, 2007, 10:00 a.m. – 12 Noon.



Regional Comprehensive Plan Task Force

Minutes for November 13, 2006

The following minutes are a summary of actions taken by the Regional Comprehensive Plan Task Force.

The Regional Comprehensive Plan Task Force held its meeting at the Southern California Association of Governments offices in Los Angeles. There was a videoconference at the SCAG Inland Office in Riverside. The meeting was called to order by Vice-Chair Paul Nowatka, City of Torrance.

Committee Chair: Pam O'Connor, Santa Monica

Members Present

Bowlen, Paul
Cook, Debbie
Feinstein, Michael
Garcia, Lee Ann
Nowatka, Paul
Young, Toni

Representing

Cerritos
Huntington Beach
Ex-Officio
Grand Terrace-Video
Torrance
Port Hueneme

Members Absent

Buckley, Tom
Fesmire, Melanie
McCallon, Larry
O'Connor, Pam
Pettis, Greg

Representing

Lake Elsinore
Indio
Highland
Santa Monica
CVAG

1.0 CALL TO ORDER

Paul Nowatka, Vice-Chair, called the meeting to order at 10:00 a.m. and led the group in the flag salute.

2.0 PUBLIC COMMENT PERIOD

None offered.

3.0 REVIEW AND PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Minutes of October 9, 2006

The minutes of October 9, 2006 were approved as submitted.

5.0 ACTION ITEMS

5.1 Water Chapter Performance Outcomes and Strategy

Dan Griset, SCAG Staff, presented the report and initiated discussion.

Toni Young recommended that for Outcome #1, "natural areas" be more defined and "allocated tiered water rates" be included.

Regional Comprehensive Plan Task Force

Minutes for November 13, 2006

Michael Feinstein suggested that for Outcome #2, he would like to see something included that would discourage ground water pollution and for Outcome #5 he would like to see something relating water to food production.

It was agreed by the group to report to the EEC Committee and recommend release for public review process. There was no objection.

5.2 Transportation Chapter Performance Outcomes and Strategy

Alan Thompson, SCAG Staff, presented the report and initiated discussion.

It was agreed by the group to report to the TCC Committee and recommend release for public review process. There was no objection.

6.0 INFORMATION ITEMS

6.1 Economy Chapter

Elizabeth Delgado, SCAG Staff presented a report on the status of the Economy Chapter and gathered comments from the group. The group suggested that proposed outcomes better reflect the policy paper previously developed by the task force.

6.2 Education Special Section

Jacob Lieb, SCAG Staff, provided preliminary information on this section and gathered comments from the group.

7.0 CHAIR'S REPORT

None

8.0 STAFF REPORT

It was announced that Pam O'Connor, Chair, was re-elected to another term.

Jacob Lieb informed the group that the Infrastructure Bonds that were approved have potential to affect regional plans.

9.0 FUTURE AGENDA ITEMS

- Economy Chapter
- Education Chapter

10.0 ANNOUNCEMENTS

Regional Comprehensive Plan Task Force

Minutes for November 13, 2006

11.0 ADJOURNMENT

The meeting was adjourned at 11:18 a.m... The next Task Force meeting is scheduled for December 11, 2006, 10:00 a.m. – 12:00 Noon.

REPORT

DATE: December 11, 2006

TO: Regional Comprehensive Plan (RCP) Task Force

FROM: Jacob Lieb, Acting Lead Regional Planner, (213) 236-1921, lieb@scag.ca.gov

SUBJECT: Initial Performance Outcomes and Strategy – Open Space and Habitat and Economy Chapters

RECOMMENDED ACTION:

Report to the appropriate policy committee, and recommend release for review and input.

SUMMARY

During the prior fiscal year, staff engaged the RCP Task Force in discussion on potential performance outcomes for each chapter included in the RCP. Based on these discussions, a review of comparable plans, and available data, staff is now proposing initial performance outcomes along with the basic strategy intended to achieve those outcomes. At the December RCP Task Force meeting, staff is presenting outcomes for the Open Space and Economy Chapters. Pending consent of the Task Force, staff will seek an action to release this initial proposal from the Energy and Environment Committee and Community, Economic and Human Development Committee, respectively.

Attachments:
Proposals

REGIONAL COMPREHENSIVE PLAN

Open Space and Habitat Chapter

December 2006

Performance Outcomes – Initial Proposal

DESCRIPTION: The overall purpose of the Open Space and Habitat Chapter is to establish performance outcomes and an action plan – including measurable performance criteria for the protection of open space and habitat resources in Southern California. For purposes of this report “open space” is divided into three focus areas:

Natural open space - areas with regionally unique or threatened biological resources, large contiguous blocks of natural open space and areas that link large blocks of natural open space.

Community open space – recreation areas that function as regional facilities, open space that serves the daily needs or defines the character of local neighborhoods, and open space that connects or buffers land used in developed areas.

Agricultural lands – prime farmlands, lands covered by the Williamson Act, agricultural lands that function as buffers or linkages to natural open space and agricultural lands that are important components of community open space. Also all lands that currently have a General Plan Agricultural designation or have a designation that allows specific types of agricultural activities

SCAG will identify and categorize lands within the SCAG region according to the following types listed above. As part of the Land Use and Housing chapter additional lands will be designated as various types of “urban.”

Performance Outcomes

1. **Outcome:** Protection of natural open space areas identified as regionally important.

Description: Inventory existing open space plans and programs to determine amount of natural open space under protection. Prioritize areas for protection.

Potential Quantified Outcome: reduction in the rate of loss of natural open space, percentage of regionally important areas preserved

Data considerations: will utilize a combination of SCAG data sets and data acquired by the consultant, requires identification of baseline, measures the rate at which open space loss occurs. Factors for the prioritization of natural open space include biological value (type and condition). Factors for prioritization of community open space include accessibility, regional importance, population served and uniqueness. The study will also evaluate habitat connectivity, ecosystem viability and potential risks and opportunities.

2. **Outcome:** Increase community open space in urban areas.
Description: Requires designation of “urban” parts of the region, cataloguing of infill areas and community open space
Potential Quantified Outcome: Increase in acres of community open space per 1,000 residents, increase in number of Compass partner cities using proposed design standards for open space to be included in infill/urban development
Data Consideration: need to develop baseline for ratio, determine the types of community open space to include.
3. **Outcome:** Preservation of agricultural lands
Description: Identify agricultural lands as defined above; evaluate existing conservation programs and incentives
Potential Quantified Outcome: Reduction in agricultural acres converted to non agricultural uses (with particular consideration of urban development), percentage of Williamson Act acres in renewal/nonrenewal.
Data considerations: need to determine rate of agricultural conversion and percentage rate reduction.

Strategies

Activities/Plan provisions – The above-proposed outcomes will be achieved by the application of a strategy involving the following actions. Through the development of the chapter, SCAG will establish the required levels of implementation action to achieve the specified outcomes.

Provide programmatic incentives for implementation, including finance

SCAG’s open space program will seek to find mechanism for incorporating open space generally, and mitigation considerations specifically, into SCAG’s ongoing planning work. In addition, SCAG will identify resources to direct toward local agencies that choose to implement the provisions of this plan. Programmatic incentives include strengthened Intergovernmental Review (IGR), CEQA reform and/or General Plan consistency. Resources will include funds identified in the current state infrastructure bonds for regional planning incentives. In addition, SCAG will propose various new innovative finance mechanisms for this purpose such as benefit assessment districts, conservation tax credits, SAFETEA-LU (and other federal fund sources), Purchase-of-development rights, public private partnerships. Additional local funding mechanisms will be explored.

Land use and urban design standards (for community/infill development)

SCAG will develop a set of simple, broadly applicable standards for various types of urban development consistent with the 2% strategy. These standards will focus on walkability, pedestrian friendliness, multi-modal systems and access to and inclusion of open space in urban areas. Strategies for including and increasing community open space will be a component of these design standards.

Implement 2% Strategy

SCAG will continue working with individual jurisdictions to collaborate on planning and development of key strategic growth areas identified in the 2% strategy.

Interconnections

It is important to note that the open space program is related to many subjects in the RCP. Below is a preliminary list of possible interconnections staff plans to pursue:

- Water – multi benefit, prop funding opportunities
- Land Use/Housing – smart growth, green buildings
- Energy – green roofs, community gardens, food security
- Air Quality – urban forestry
- Environmental Justice – park access in low income areas

MEMO

DATE: December 1, 2006

TO: Regional Comprehensive Plan Task Force

FROM: Elizabeth Delgado, Assistant Regional Planner- Growth Forecasting

SUBJECT: Regional Comprehensive Plan (RCP) Economy Chapter – ACTION on Performance Outcomes and Strategy

RECOMMENDED ACTION:

Report to the CEHD committee and recommend the Preliminary Performance Outcomes and Strategy to be released for review and input

BACKGROUND:

The RCP Task Force has engaged in in-depth discussion and actions surrounding the Economy chapter. This has included the creation of a policy paper that has guided what the chapter should undertake as its main outcomes and strategies. During the November 13, 2006 RCP Taskforce meeting, staff provided a preliminary outcomes and strategy for discussion purposes. This memo clarifies several questions raised during that meeting, and presents revised preliminary outcomes consistent with the previously approved policy paper.

Below are corrected/ clarified outcomes, as they relate to the Task Force's initial policy paper. These outcomes will be made more specifically quantifiable pending further input on the chapter.

Outcomes

1. Employment/ Prosperity – Growth in the region's regional economic prosperity should be shared broadly by residents through the region.
2. Income- A higher percentage of wage earners will earn sufficient income to cover basic needs.
3. Green Economy - The region will derive a significant percentage of its total economic activity from sustainable economic practices, including but not limited to development of alternative fuels, conversion technologies, sustainable agriculture, etc.

Strategy

The region will achieve these outcomes in the following way:

1. Continue and augment implementation of the 2% Strategy
2. Develop and maintain the region's key infrastructure
3. Attract, retain, educate, and train a diverse labor force.
4. Target public assistance for desirable job market

As with other RCP Chapters, performance outcomes for the Economy chapter are of prime importance, and as such, should clearly and succinctly state the region's key, measurable objectives. Performance outcomes should be limited in number (2-4 per chapter), and should be both ambitious and achievable.

In approximately 6 months (July 2007), staff will present a full final draft of the Economy Chapter for consideration by the Task Force, CEHD, and the Regional Council.

This Draft RCP Economy and Education Chapter, as presented, is preliminary and has not been subject to formal approval of the SCAG Regional Council or any Committee. The draft Chapter is based on the discussions of the RCP Task Force and is being made available at this time for information and for suggestions.

Draft Economy and Education Chapter¹

May 2005

Regional Comprehensive Plan Task Force

OVERARCHING THEME STATEMENT

A bold new strategy is needed to ensure the SCAG region economy flourishes in the future. The first step is to identify the actions we as a region can take to improve our attractiveness to enterprise and create jobs that will enable all the region's workers to meet basic needs. The Compass Growth Visioning principles--in particular livability, prosperity, and sustainability--can serve as the foundation for this new economic strategy. In order to satisfy the prosperity and sustainability criteria, regional [local government?] policies must be developed that enable business to be profitable and competitive regionally, nationally and internationally while at the same time ensuring sufficient growth in employment and incomes to alleviate poverty and meet the needs of all who participate in the economy. Community planners and businesses should be encouraged to provide a variety of housing to meet the needs of all income levels; housing should be located near jobs; and environmental justice must be ensured. Governments and private sector organizations in the SCAG mega-region must think strategically as they develop plans for their future.

Revised Economic Policy Statements

Regional Economic Goals

1. Income targets for 2030 should be phrased in terms of desired growth rates of real income and meeting basic needs.
2. Growth in the region's economic prosperity should be shared broadly by residents throughout the region.

Regional policy makers need to be concerned with five major categories of competitive resources:

- a. A competitive work force
- b. Efficient infrastructure
- c. Quality of life
- d. The "business climate"
- e. Business leadership

Attracting, retaining, educating and training a diverse labor force has become an increasingly important objective for regional economies. More emphasis needs to be put on this objective given the low level of educational achievement of much of our work force and working age youth. The ability to attract workers (and firms) is dependent upon critical infrastructure investment that can create good schools, mitigate congestion and crime problems, and create world class recreational opportunities.

¹Based on the Revised Economy Chapter of the 1996 RCP&G, the 2004 RTP, Southern California Compass, and the "Southern California Regional Strategy for Goods Movement: A Plan for Action" (March 2005)

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For the region to remain globally competitive and at the same time locally self-reliant, significant new investment will be required to expand capacity in order to benefit from the strong growth in international trade expected. Quality of the environment must also be respected.

Governments and private sector organizations must develop global trade logistics infrastructure support facilities that will help local businesses remain competitive and assist the region in attracting foreign investment. Public investment is necessary to attract private investment, as well as to maintain and improve the quality of life. Quality of life, in turn, includes a safe and healthy environment, amenities, adequate resources to combat crime, community and domestic cultural resources, affordable housing, and efficient transportation systems.

Rules and regulations are a factor in business location . . . Southern California cannot ignore the implications of permit processes on location decisions. State and local government must have flexibility to meet needs in order to bring businesses and jobs into the community. SCAG should explore ways to assist cities in mitigating delays caused by permitting. Speeding up the permit process is a real need in view of the housing crisis.

~~The new economy makes impractical and inappropriate the old hierarchical, big company-dominated (leadership) structures of the past. It will require a new kind of business leadership—drawing from the region's increasingly diverse economic and demographic base.~~
The new economy requires a new kind of business leadership--drawing from small and medium-size business and the region's increasingly diverse economic and demographic base.

The region must increase its share of employment in those industries and service sectors where wages and salaries will be higher than average and where growth nationwide and internationally is expected to be strong. This could include the emerging information-driven industries which typify the fast-growth, high-wage arenas that will define the nation's economic future. However, everyone who participates in the economy should be able to meet his or her basic needs on a sustained basis for the common good. The new model should include jobs designed to meet environmental goals. It should also include industries with a defined career ladder that do not necessarily require advanced education (e.g., logistics). FedEx and UPS are examples of this type of industry.

A state-of-the-art strategy to energize basic industry will require collaboration and cooperation through industrial clusters . . . The first step is to increase awareness of both the private and the public sector in the region as to what efforts are already under way supporting industry cluster formation.

Fundamental fiscal reform at the state and local level--involving sales, property, and income taxes--will be required in order to meet the capital investment needs of the region's economy. ~~The paramount importance local government accords sales tax revenue places a premium on tax generating retail business rather than on wealth-generating basic industry.~~ State fiscal reform--including curbing state government's ability to hijack local school and transportation funds--is most urgent. At the local level, de-emphasis of sales tax is needed.

It is the responsibility of SCAG and other regional organizations, in cooperation with regional businesses, to achieve facilitate buy-in at the subregional, city, and county levels to the need for

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expanding the region's economic base. City management and . . . local elected officials must become active partners in the regional economic strategy.

Economic Policy in the 2004 Regional Transportation Plan

"The 2004 RTP boosts regional employment economic vitality through transportation infrastructure investments funded through the private sector and backed by user fees . . . This regional strategy, if successful, will become a powerful economic development tool that will generate jobs, increase per capita wealth and restore economic competitiveness and social equity. In the long run, private sector infrastructure investments can revitalize the SCAG Region's economy and enhance its global economic position . . . Moreover, the economic benefits from private investments of this magnitude will not be confined to the SCAG Region; positive State and national economic impacts will also be generated."

The fuel excise tax rate should be adjusted to maintain historical purchasing power. Further, fuel tax revenue needs to be maximized through pay-as-you-go and debt financing. Pursue user-fee supported project financing for major regional investments where applicable. Public-private partnerships are desirable because they conserve public funds for other uses. With such partnerships, the cost of building transportation infrastructure is borne by those who benefit most directly—the users of the facilities.

Economic Policy in the Southern California Goods Movement Policy Paper

Background

One-third of all waterborne freight container traffic at U.S. ports is handled by the Ports of Los Angeles and Long Beach. Fifty to seventy percent of the freight coming into these two ports is headed for destinations outside the region . . . Southern California provides these services to the nation while enduring substantial local burdens, including traffic congestion, air pollution, noise, public health impacts, visual blight, and freight-related safety incidents. These burdens are not compensated, thus forming an effective subsidy for lower-priced goods in other states . . . The national purpose served by Southern California's goods movement system points to the need for strong federal assistance in addressing the problem.

The federal government should explore ways to compensate the region for the services it provides, and should take legislative action to allow the region to pursue innovative funding strategies to build the needed infrastructure.

Improvements to the goods movement system should not come at the expense of other transportation system investments . . . Other sources of public and private funds must be tapped (homeland security, environmental protection, defense funds, user fees, and growth in customs fees, among others). The freight logistics industry is an important provider of jobs in the region. It employs more than 600,000 people, or 8 percent of total regional employment. SCAG's projections show that the industry will almost double its employment size by 2030, reaching more than one million jobs, representing 10 percent of total regional employment.

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Given current limits on local and state finances, innovative methods will be needed to procure and pay for these system improvements. Both the Federal and State governments must act to support innovative procurement and public-private funding mechanisms. Policy makers have the responsibility to enhance innovative financing opportunities so that public funds can better support critical goods movement projects. ~~(Note: The Goods Movement Policy Paper contains a list of innovative financing arrangements that involve local borrowers and the state and federal governments. While these are not strictly economic policy measures they are included here because they involve financial activities that are related.)~~

Three types of initiatives are currently being implemented by public and private sector goods movement stakeholders in southern California:

- Operating enhancements
- Environmental mitigations/enhancements, and
- System/physical enhancements.

Each category includes both short-term actions – generally, those that will have an effect immediately, or within about the next five years – and longer-term actions.

RCP Task Force General Comments on Goods Movement Policy

Goods movement: how do we make it work? Some see increased goods movement resulting in less wealth at the cost of large air quality impacts, etc. Impacts of ports are felt on a number of freeways (e.g., 710, 110). Are such effects sustainable? How do we reduce impacts on those who don't see offsetting wealth benefits? Bottom line for many is: "how big is big enough?"

Southern California Compass: Growth Visioning and Economic Policy

Background

Among the strategies and principles for managing growth crafted by the Growth Visioning Subcommittee the ones most relevant to economic policy are Mobility, Prosperity, and Sustainability. Much of what the Compass project has to say in these areas is covered in the revised overarching theme statement and the sections above, but it may be worthwhile to rephrase it in Growth Visioning terms.

Under "**Mobility**" the following recommendations appear:

- Encourage transportation investments and land use decisions that are mutually supportive.
- Locate new housing near existing jobs and new jobs near existing housing.

The "**Prosperity**" principle is stated as "Enable Prosperity for all people." ~~virtually the same as statement #2, above, from the Economy chapter of the RCP&G.~~ Under this principle we find:

- Provide in each community a variety of housing types to meet the needs of all income levels.
- Support local and state fiscal policies that encourage balanced growth.

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The “**Sustainability**” principle has to do with accommodating growth while avoiding development of sensitive open space resources. Sustainability includes:

- Developing strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste; and
- Focusing development in urban centers and existing cities.